

On June 26, a banquet will be held for First Lieutenant Mueller at the Houghton Lake Elks' Club. He will be joined by his colleagues, who honor him for his career; many friends and neighbors who will wish him well; and his wife, Holly; son, Michael; and daughters Laura, Shannon and Kristen.

I join them in thanking him for his years of service and add my personal best wishes to him in his future endeavors.

CONGRATULATIONS ON THE RESTORATION OF DEMOCRACY IN NIGERIA

HON. JIM SAXTON

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 26, 1999

Mr. SAXTON. Mr. Speaker, it is not often at this particularly troubled era in world affairs that we can take time to celebrate a major advance in freedom and democracy. However, on May 29th we may do just that, as Nigeria, the most populous state and largest economy in Africa, moves firmly back into the camp of democratic nations. On May 29th, President Olusegun Obasanjo will become President of Nigeria, having won a decisive victory in democratic elections in February. President Obasanjo assumes the leadership of more than 120 million Nigerians, and he will be assisted in this task by a democratically elected bicameral Assembly, elected state assemblies and elected state governors, in a political system which now mirrors the United States' own democratic process.

The new government in Abuja is determined to develop Nigeria as a democracy and a friend of the West. During his transition period, President Obasanjo visited many world capitals, including Washington, to begin the process of binding Nigeria into the global diplomatic framework. No other African state has introduced a new government with greater care and preparation, and President Obasanjo has been careful to learn the attitudes of the world's major trading states and to brief them in return on Nigeria's great challenge of rebuilding its economy and its state.

President Obasanjo comes to this position with a strong electoral mandate, and with many decades of experience as a statesman, diplomat, soldier and farmer. He was heavily involved in helping to negotiate the transition from apartheid to democratic government in South Africa some years ago. He was a political prisoner under the military government of General Sani Abacha, who died last year, paving the way for the restoration of Nigerian democracy. President Obasanjo is therefore highly conscious of Nigeria's need to play a leading role in African and international peacekeeping and diplomacy, and is, of course, thoroughly familiar with Nigeria's historic commitment to UN and OAU peacekeeping efforts. Furthermore, Nigeria is once again poised to become a major force for peace and stability in Africa.

The US is going to benefit from a democratic and prosperous Nigeria. After all, Nigeria is the largest single supplier of foreign oil to the United States, and is, as a result, integrally linked into our economy. It is potentially a large export customer for the US, as well. Therefore, I believe the United States should

cooperate with Nigeria to the fullest extent possible in order to ensure that its democratic, economic and governmental structures flourish to the fullest degree possible.

Mr. Speaker, we need to send our congratulations today to President Obasanjo, and all of the officials elected to the two houses of Nigeria's Federal Assembly, and to the newly elected State Assemblymen, and State Governors, and to the elected municipal officials. This is a great watershed for Nigeria, a great day for Africa, and a great opportunity for us to participate in helping to make Africa a vibrant, democratic and self-sustaining continent and a healthy part of the world trading system.

PERSONAL EXPLANATION

HON. MICHAEL BILIRAKIS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 26, 1999

Mr. BILIRAKIS. Mr. Speaker, on May 20, 1999, I missed the vote on the motion to concur in the Senate amendment to H.R. 4, the National Missile Defense Act of 1999, because I was unavoidably detained. Had I been present, I would have voted "aye."

TRIBUTE TO CHANCELLOR HILDA RICHARDS

HON. PETER J. VISCLOSKEY

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 26, 1999

Mr. VISCLOSKEY. Mr. Speaker, it is with the greatest pleasure that I pay tribute to an exceptionally dedicated, compassionate, and distinguished member of Indiana's First Congressional District, Chancellor Hilda Richards of Gary, Indiana. After serving as Chancellor of Indiana University Northwest for six years, Hilda Richards will be retiring next month. On June 5, 1999, Chancellor Richards will be honored with a final, formal salute for her service, effort, and dedication, at Innsbrook Country Club in Merrillville, Indiana.

Born in St. Joseph, Missouri, Chancellor Hilda Richards received her Diploma in Nursing from St. John's School of Nursing in 1956 and continued her education in New York City, New York, where she graduated cum laude from Hunter College with her Bachelor of Science degree in 1961. Chancellor Richards continued her education at Columbia University, where she received her Masters in Education in 1965, Masters of Public Administration in 1971, and her Doctorate of Education in 1976. Chancellor Richards understands that a solid educational foundation will challenge one's mind, empower one's sense of well-being, and rekindle one's heart, with a commitment to values and beliefs essential to becoming and being a whole individual. In the words of Chancellor Hilda Richards herself, "I knew I wanted to make a difference—and I needed a good education to do that. My personality would not allow it to be any other way." Chancellor Richards has continued to challenge herself by doing post-doctoral work at Harvard University.

Chancellor Hilda Richards began her professional life as a staff nurse at Payne Whitney

Clinic of New York Hospital in 1956. Four years later she became an instructor of nursing in the Department of Psychiatry at City Hospital in New York, where she also rose to the position of head nurse in the Department of Psychiatry. From 1971 to 1976 she served as the Director of Nursing Programs and Chair of the Health Science Division at Medgar Evers College in New York City, and from 1976–1979 she served as the Associate Dean of Academic Affairs for Medgar Evers College. Chancellor Richards continued her professional career as Dean of the College of Health and Human Services at Ohio University in Athens, Ohio. Before coming to Indiana University Northwest to serve as Chancellor, she served as Provost and Vice President for Academic Affairs at Indiana University of Pennsylvania from 1986–1993.

Though extremely dedicated to her academic work, Chancellor Hilda Richards selflessly gives her free time and energy to her community. Chancellor Richards is a life member of the National Association for the Advancement of Colored People and a member of the American Nurses Association. She also serves as a board member for several organizations in Northwest Indiana, including: The Gary Education Development Foundation, Inc.; Tradewinds Rehabilitation Center, Inc.; Boys and Girls Club of Northwest Indiana; WYIN-Channel 56; and the Northwest Indiana Forum. Additionally, Hilda Richards has volunteered countless hours of service to the Times Newspaper Editorial Advisory Board, the Indiana Youth Institute, and The Methodist Hospital.

Mr. Speaker, I ask that you and my distinguished colleagues join me in commending Chancellor Hilda Richards for her dedication, service, and leadership to the students and faculty of Indiana University Northwest, as well as the people of the First Congressional District. Northwest Indiana's community has certainly been rewarded by the true service and uncompromising dedication displayed by Chancellor Hilda Richards.

A TRIBUTE TO AMERICAN SERVICEMEN AND WOMEN

HON. CARRIE P. MEEK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 26, 1999

Mrs. MEEK of Florida. Mr. Speaker, I rise today to pay tribute to America's servicemen and women for their heroic sacrifices made to preserve freedom. With the upcoming observance of Memorial Day, the United States recalls once again how freedom is not free. This hallowed national holiday is followed on June 6 by the 55th anniversary of D-Day, the date of the 1944 Invasion of Normandy by the Allied Forces to liberate the European continent from the darkness of Nazi tyranny.

It is the spirit that compels Americans to defend freedom at all costs that we honor at this solemn Memorial Day holiday. Senator Robert Kennedy once wrote: "Every time a man stands up for an ideal, or acts to improve the lot of others, or strikes out against injustice, he sends forth a tiny ripple of hope. And crossing each other from a million different centers of energy and daring, those ripples build a current that can sweep down the mightiest walls of oppression and resistance."

President Reagan once mentioned that we don't have to look in history books to find heroes; heroes are all around us, in every American city and town, as well as in the towns of our Allies. On Memorial Day, I pause to pay tribute to such heroes as the late Tom O'Connor of Quebec, Canada, who, as a young Canadian paratrooper, landed in Normandy, France, on June 6, 1944, fought in the dreadful Falaise Gap during the following Battle of Normandy, was severely wounded by machine gun fire, and spent the rest of the war in a German hospital.

I pay tribute to John J. McDonough who, as a reliable young sergeant in the U.S. Army Air Corps, served the Allies in the China-Burma-India Theater of Operations. At the same time, his teenage brother, Thomas J. McDonough, was a faithful seaman in the U.S. Navy who saw action in the South Pacific in the Invasion of the Philippines and in the Battle of Okinawa, among other campaigns.

I pay tribute to Mr. James Clark, Sr., of Bowie, Maryland, who, as a teenager in the U.S. Navy before World War II, was on duty in Pearl Harbor on the morning of December 7, 1941, and raced to his battle station during the surprise Japanese attack on the American fleet. Young Mr. Clark defended his nation that Sunday morning with the valor and spirit that we solemnly honor on Memorial Day and on June 6.

I pay tribute to Corporal Francis McDonough of Bowie, aged 20 in 1944, who, with 10,000 other young American soldiers, boarded the English liner, *Aquitania*, in New York Harbor on January 29, 1944. The ship had been refitted into a troop ship, was as swift as the German U-boats, and sailed unescorted without convoy protection on a risky voyage across the cold North Atlantic.

Once fully loaded with troops, *Aquitania* steamed out of New York Harbor. Corporal McDonough and other soldiers lined in the decks of the huge liner and stared at the Statue of Liberty until it disappeared from view. For much of the first three days of the journey, a Navy seaplane, the *PBY Catalina*, watched for enemy submarines as it accompanied *Aquitania* to the extent of the plane's range of fuel. The *PBY* signaled the ship with its findings, and finally had to turn back as the liner sailed beyond the perimeter of the plane's range. After a harrowing voyage, the U.S. troops disembarked safely in Scotland a week later.

Several months later, after hazardous amphibious training off of England's coast at Slapton Sands, the Allies launched the invasion of Europe against Nazi enslavement, on D-Day, June 6, 1944, landing on five code-named beaches in occupied Normandy, France: Gold, Sword, Juno, Utah, and Omaha.

Long before crossing the English Channel to Utah Beach in Normandy on D-Day, Corporal McDonough had been trained in the United States as an anti-aircraft gunner on a half-track vehicle equipped with four 50-calibre machine guns. A half-track had a truck cab and front wheels, and tank-like tracks in the rear.

On D-Day, while on the English Channel, the young corporal felt encouraged when the nearby battleship, *USS Nevada*, opened fire on the German batteries along the French coast ahead. The booming of the ship's huge guns sent flaming projectiles above in the dim light, yet the young soldier considered the ship's presence reassuring.

Previously, *USS Nevada* had been heavily damaged when attempting to proceed under way during the Japanese attack at Pearl Harbor on December 7, 1941. But due to the innovation of her valiant crew, she was beached in shallow water there to avoid sinking. The *USS Nevada* was among the ships returned for later service.

On the early morning of June 6, 1944, Corporal McDonough's outfit saw that at Utah Beach in Normandy, many of the forward observers—radio men—were dead, and their radios were gone, lost underwater only three U.S. tanks out of about 30 made the shore (that they saw) during the morning landings. Thus, there was no one to coordinate the ships' firepower, no one to tell the ships' crews where to direct their powerful artillery. U.S. crews on the Navy destroyers, 1,000 yards offshore urgently wanted to help those Americans trapped under German fire on the Normandy beach, but didn't know where to direct their gunfire.

Then, suddenly, on Utah Beach, the outfit of a disabled American tank began firing at the Germans entrenched on a cliff above. The crew of a U.S. destroyer saw where the tank was firing, determined the coordinates, and directed its artillery towards the Nazi pillbox on the cliff. Then a second destroyer also aimed its guns on the same target, and that increased firepower helped the Americans on the beach to move inland.

The tide was coming in fast on Utah Beach; therefore, wounded men who were able to do so crawled inland to avoid drowning. But many young men who were able to do so crawled inland to avoid drowning. But many young Americans died on the beach, too injured to escape the tide. After serving in the U.S. First Army in the D-Day landings, in the Battle of Normandy, in the Battle of France, in the Battle of the Bulge, and in the battles in Germany, Corporal McDonough later recalled quietly how heartbreaking it had been at Utah Beach on D-Day to see the American bodies floating on the waves. Yet, years afterwards, we know that their ripples had built a current.

As Senator Robert Kennedy later noted, such an American current was capable of sweeping down the mightiest walls of oppression and resistance. It is this spirit of Americans who love freedom that we honor on Memorial Day and on the 55th anniversary of D-Day, June 6, 1944. It is a privilege to pay tribute to American soldiers, sailors, and airmen of all wars who have given the noble example of handing over their country not less to even greater and better than they received it.

RAILWAY SAFETY AND FUNDING EQUITY ACT OF 1999

HON. ROBERT E. (BUD) CRAMER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 26, 1999

Mr. CRAMER. Mr. Speaker, I rise today to join my friend and colleague, Congressman BILL LIPINSKI to introduce the Railway Safety and Funding Equity Act of 1999, also known as RSAFE.

This legislation addresses the dangerous lack of adequate safety infrastructure, such as crossing gates, at highway and railroad grade crossing across the country. At many grade

crossings, the only safety infrastructure between motorists and oncoming trains is a stop sign or a crossbuck. In my state of Alabama, only about 30 percent of the grade crossings are signalized with gates, lights, or bells. All too often, the end result of this lack of adequate safety infrastructure is a tragic accident in which someone is horribly injured or killed. Last year alone, 428 people died in accidents at railroad grade crossings. Indeed, my home state of Alabama ranks ninth in the nation in terms of vehicle train crashes.

These statistics are appalling and unacceptable, especially when we have the resources and know how to greatly reduce them. That's why I've joined with my colleagues, BILL LIPINSKI, in introducing RSAFE. This legislation would almost double the current federal grade crossing improvement program, thereby allowing states to invest heavily in constructing adequate safety infrastructure at railroad crossings. RSAFE does this by setting aside the 4.3-cent per gallon diesel fuel tax that railroads currently pay toward deficit reduction and transfers it into the Federal Highway Administration's Section 130 grade crossing safety program. This will increase the monies available through this program by approximately \$125 million, raising the total level from \$150 million to approximately \$275 million for the next 5 years.

Dedicating the monies derived from this fuel tax toward railroad safety infrastructure will have a real and tangible impact on countless communities across the country. However, while installing new crossing gates and lights will help decrease the number of tragic accidents we've seen so many times in the news, this alone is not enough. In addition to putting up more physical barriers at railroad crossings, we also need to put more money toward educating motorists. That's why RSAFE sets aside five percent of this new funding for education and awareness campaigns, such as those conducted by Operation Lifesaver. Operation Lifesaver is a unique, non-profit organization that works with local law enforcement officials and others to make pedestrians and motorists aware of the dangers of railroad crossings. It is through these combined efforts that we will have the most impact on communities and save the most lives.

I know that my friends in the railroad industry will argue that even the imposition of the 4.3-cents tax is unfair and punitive. They will argue that they have already invested billions of dollars in maintaining and improving their infrastructure. Well, I applaud the investment the industry has put into improving grade crossing infrastructure. But, I say to my friends in the railroad industry, more needs to be done.

RSafe does more. Rather than using the revenue raised by this 4.3-cents tax on deficit reduction, RSAFE plows the money right back into railroads, making them safer for the public. Furthermore, after five years of increased investment in making our nation's railroad crossings safer, RSAFE repeals the 4.3-cents tax. Therefore, with this bill, my colleague and I are not trying to penalize or unfairly burden the railroad industry. On the contrary, through this bill we are simply trying to use the funds the railroad industry is already paying wiser. We believe it is far wiser and fairer to use these funds to improve railroad grade crossing safety over the next five years and then put in place a mechanism by which this tax is repealed, than to put it toward deficit reduction.